

# Virginia AVIATION



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## Long-Time DOAV Pilot Retires After 47-Years Of Service To The Commonwealth

The Virginia Department of Aviation (DOAV) recently wished one of our long-time employees a happy retirement after 47-years of service to the Commonwealth.

William M. Jeffries, manager of the Flight Operations Division, ended his long-time aviation career at the end of 2002. He was appointed manager of the division on January 19, 1996 from a Command Pilot position (VDOT) which he held from June, 1983 and he has been with the Department since January, 1987.

His career with the Commonwealth began in 1955 as a Virginia Department of Transportation (VDOT) Highway Survey Party Rodman at \$192 per month in Lebanon, Virginia. He was promoted to Levelman in February, 1957 and transferred to Suffolk, Virginia. Jeffries then became Transitman at the VDOT Norfolk Residency in March 1, 1958 and a VDOT Road Design Engineer in November 16, 1960. He also became a Highway Engineer B in June

of 1983.

Jeffries began full-time (VDOT) piloting in 1969 and transferred to the Department of Aviation in January, 1987 as Captain on the Turbo Commander, and Cessna Citation, upon its arrival in June, 1988. He became interim manager and chief pilot in May, 1995 and was promoted to the position in January, 1996. Throughout his career, Jeffries has been one of the main pilots for VDOT's aerial photography program as well.

Introduced to flying in 1961, Jeffries began taking lessons in June, 1964 and completed his private license in March, 1965 and completed commercial and instrument

licensing in May, 1968. He received his ATP (Airline Transport Pilot) license in 1984. Jeffries is very active in his church as well, serving as a Church Elder since 1966 at Immanuel Baptist Church in Richmond. He is also a member of the

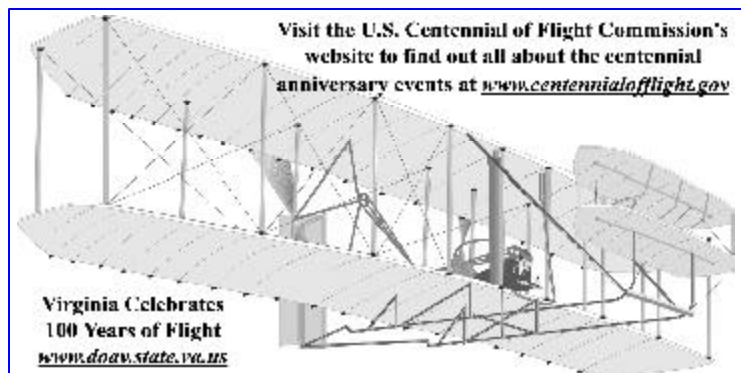


**Jeffries last flight for the DOAV.**

Airport Club of Richmond.

A few significant events for Jeffries are a one-month trip to Loma Linda, Colombia, South America, in January 1967 to build a home for a friend and missionary, Tom Smoak, Jr., who was a pilot for Wycliffe Bible Translators at Loma Linda. Betsy Smoak his wife, expecting any moment, was helping the day before their twins were born. He was able to complete the basic structure with some help from a local worker

(see **Jeffries** continued on Pg. 5)



# *Virginia Aviation Safety Week Education Seminar-Accident Prevention*

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For 25-years, *Rod Machado* has been speaking to audiences in all 50 of the United States and Europe. Rod likes to educate with humor and pertinent stories to ensure that learning is a fun experience.

For six years, Rod wrote and co-anchored ABC's Wide World of Flying. He is AOPA's National CFI spokesman and a National Accident Prevention Counselor appointed by the FAA in Washington, D. C.

Rod is the flight instructor voice on Microsoft's Flight Simulator 2000/2002 and he wrote the flight lesson tutorials for the software. He is AOPA's Flight Instructor Spokesman and also an instructor on Cessna's Computer-Based Private Pilot CD-ROM. Rod has written for a number of aviation publications and is now a columnist for AOPA Pilot and Flight Training Magazines.

He has produced and authored videos, audio tapes and books including Rod Machado's Private Pilot Handbook and Workbook, and Rod Machado's Instrument Pilot's Survival Manual.



## **April 21, 2003 Richmond Virginia - Aviation Museum**

[www.vam.smv.org](http://www.vam.smv.org)

## **April 22, 2003 Washington, D.C. - Fairfax Government Center**

[www.fairfaxcounty.gov](http://www.fairfaxcounty.gov)

## **April 23, 2003 Hampton Roads - Chesapeake Conference Center**

[www.chesapeakeconference.com](http://www.chesapeakeconference.com)

## **April 24, 2003 Roanoke - North Cross School**

[www.flypiedmont.com/roa](http://www.flypiedmont.com/roa)

*All Seminars are from 7:00 - 9:00 p.m.*

*For Directions to each location, go to the listed website or check the Virginia Department of Aviation website calendar of events*

[www.doav.state.va.us](http://www.doav.state.va.us)

*or contact Jeanie Carter at (804) 236-3639 (ext. 133), for further info.*

***Sponsors:*** Virginia Department of Aviation, Richmond FSDO, Washington FSDO, Av-ed Flight School, Virginia Aviation Museum, Fairfax Government Center, Atlantic Coast Airlines, Chesapeake Regional Airport, Horizon Aviation, FlightQuest, Piedmont Hawthorne - Roanoke

# Six Virginians Join the Virginia Aviation Hall of Fame

The Virginia Aeronautical Historical Society recently honored six Virginia aviation pioneers recently. The six were inducted into the Virginia Aviation Hall of Fame (VAHF). The late Captain Edward Anderson earned the Navy Cross for his heroism in the Battle of Midway. Weldon Britton was a fighter pilot in the South Pacific and flew cargo planes in Vietnam. William Brightwell flew a B-24 Liberator. Maxine Walker fought an uphill battle trying to establish herself as a woman pilot and she was the first woman air traffic controller at Richmond's Byrd Field. The late Fred Weick won design awards for his creation — the Ercoupe. The late V.L. Worrell created the Wakefield Airport without using any town money.

Anderson is a Claremont, Va., native who went on to become a World War II dive-bomber pilot best known for his part in the 1942 Battle of Midway. He is one of only two Enterprise Bombing Squadron Six pilots who flew in three of the four actions against the Japanese. For this the Navy presented Anderson its highest award for valor — the Navy Cross. He earned the Purple Heart after he was injured on Jan. 21, 1945. He also received two Distinguished Flying Crosses and five Air medals for his actions in the Pacific Theater. He died in

1998.

Britton is a World War II fighter pilot who flew P-40 and P-51s. He specialized in low-level, armed reconnaissance and ground support for Army forces in the South Pacific. He transferred to Special Forces aviation units to train Green Berets. In 1965, Britton commanded a company of twin-engine cargo planes in Vietnam. Two years later, he returned to Special Forces general staff at Fort Bragg. He retired as a Lieutenant Colonel in 1970. Britton lives in Haymarket.

Brightwell has flown a B-24, corporate planes and crop dusters. He first soloed in 1938 in a C-3 Aeronca. After he graduated from Emory and Henry College, he joined the aircraft maintenance staff at Embry-Riddle Flight Training School. In 1941, Brightwell joined the Army Air Corps. He flew a P-38 Lightning, then a B-26 Marauder and finally a B-24 Liberator. He was also an instructor pilot for the B-24 aircrew standardization team. Brightwell lives in Roanoke.

Walker is a woman pilot who spent much of her career flying off the record. She was often banned from flying because she is a woman. But each time

she faced a barrier, Walker found a way over it. From her first flight training in 1940, she kept being cut from training programs or told the pilot position was open only to men. She'd find jobs flying off the record or was put on call. But she never gave up. Walker moved to Richmond in 1954. She became the first woman air traffic controller at Byrd Field. Walker is a member of the international women pilots association, the Ninety-Nines. She is on the Virginia Aeronautical Historical Society Board. Walker lives in Deltaville.

Examine Weick's handiwork when you visit the Aviation Museum. In the late 1930s, Weick designed a two-seat plane called an Ercoupe. Ercoupes were sold at Macy's department store through the men's department. The Virginia Aviation Museum has a 1946 model. Weick also designed an agricultural plane, the Ag-1, Piper Pawnee (see VAHF cont. on pg. 8)

## - VIRGINIA AVIATION -

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Members of the Virginia Aviation Hall of Fame gathered at the induction ceremony.



# Aviation Briefs

## Lott Named Chairman of Senate Subcommittee on Aviation

Senator Trent Lott (R-MS) was named as the new chairman of the Senate's Subcommittee on Aviation for the recently convened 108th Congress. Lott will assume the panel's top position as soon as the Senate officially reorganizes its committee structure this week.

"The association is quite pleased with the selection of Senator Lott to head the Senate's Subcommittee on Aviation," National Air Transportation Association (NATA) president James K. Coyne stated.

## New Leader For ATA

The board of directors of the Air Transport Association of America, Inc. (ATA) recently announced the appointment of James C. May as President and CEO, effective February 3, to succeed the retiring Carol B. Hallett.

Since 1988, Jim May has been the Executive Vice President of the National Association of Broadcasters, where his hallmark has been the development of bipartisan support for major legislative initiatives. He has held a variety of other senior executive positions covering public affairs and government relations for major corporations and industries.

The ATA also recognized the great achievements of Carol Hallett. "For the past eight years, Carol has provided outstanding leadership for the association and our industry and, more importantly, in maintaining member unity on matters vital to the industry. We wish her well in her retirement and look forward to her continued counsel."

The ATA is the trade association for leading U.S. airlines. ATA members transport over 95 percent of all the passenger and cargo traffic in the United States.

## National Aviation Hall Of Fame Now Open

The National Aviation Hall of Fame (NAHF) held its free public Grand Opening Ceremony recently. The National Aviation Hall of Fame is located adjacent to the USAF Museum at Wright-Patterson Air Force Base.

The National Aviation Hall of Fame's \$6.5 million, 17,250-square-foot, two-story facility was constructed in 1999 and houses its administrative offices and the Harry B. Combs Research Department.

Its 13,000-square-foot exhibit area on the main floor now features a virtual tour of America's air and space heritage, highlighted by the aerial exploits of its 178 enshrinees, a who's who of daring and achievement featuring legends such as the Wright Brothers, Charles Lindbergh, Amelia Earhart, Chuck Yeager and Neil Armstrong.

Seven distinct galleries are featured in the exhibit hall, each focused on a particular era of aviation. Four galleries are named in recognition of corporations

and individuals who have made significant contributions toward funding the over \$2 million exhibit installation. These galleries include The NCR Early Flight Gallery, The Berry Family World War One Gallery, The S. Harry Robertson Golden Age Gallery and the Boeing Company Beyond the Blue Gallery. The other three galleries have yet to be sponsored; The World War Two Gallery, The Jet Age Gallery and The Into Space Gallery.



In addition, the Harry B. Combs Resource Lab offers visitors five interactive computer kiosks at which they can delve deeper into the biographical information and photos found among the displays and hands-on exhibits.

For more information on the NAHF, please visit [www.nationalaviation.org](http://www.nationalaviation.org).

## Happy Anniversary To The EAA

On Jan. 26, 2003, the Experimental Aircraft Association (EAA) celebrated the 50th anniversary of its inaugural meeting held at Curtiss-Wright Field (now Timmerman Airport) in Milwaukee, Wisconsin.



In September 1953, EAA held its first fly-in convention in conjunction with the Wisconsin Air Pageant. Fewer than two dozen airplanes attended that first event and only about 150 people attended EAA's banquet held as part of the fly-in.

In 1959, the annual fly-in outgrew its Milwaukee site and

moved to Rockford, Illinois. It then moved to its current home in Oshkosh, Wisconsin, in 1970, where approximately 850,000 people and 12,000 planes attend each year.

This year's fly-in (EAA AirVenture Oshkosh) is scheduled for July 29-August 4. For more information on the EAA, please [www.eaa.org](http://www.eaa.org).



(Jeffries cont. from pg. 1)

and completely roofed it before leaving. The 400-mile trip to the deepest part of the Amazon jungle to pick up remotely located missionaries and arriving there with an overcast sky was the most exciting part of his trip. In 1991, Jeffries was sponsored by his church along with 11-members on a two week trip to Tegucigalpa, Honduras to build a church for one of their missionaries, literally hand digging and completing the base foundation before leaving.

Jeffries enjoys fine furniture wood-working, photography, hiking and golf with friends, when time permits. He is also looking forward to a trip with his

wife Jean, whose long desire is to visit England, soon!

Bill and Jean, have been married since January 1961, reside in Quinton, VA, they have two children: A son, Howard S. Jeffries, graduate of United States Military Academy-West Point, resides with his wife, Dawn and two sons, Gregg and Winston, near Wilson, NC;



a daughter, Gloria Lynne Jay, Graduate of Virginia Commonwealth University and Masters from William & Mary, though an artist at heart, works in computer management and resides with her husband Jeff, a boat builder, in Trappe, (near Easton), Maryland.

The DOAV would like to congratulate and thank Bill, for all his years of service to the DOAV and the Commonwealth.

## Lonesome Pine Airport Manager Earns Master CFI Designation

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Robert J. Spera, owner of Liberty Flying Service and the Manager of Lonsome Pine Airport located in Wise, Virginia. Recently, Bob was designated a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation organization. He also serves in the Civil Air Patrol, works with AOPA's Airport Support Network and is an Aviation Safety Counselor for the Charleston FSDO.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last seven national Flight Instructors of the Year were Master CFIs while Bob is one of only 10 Virginia aviation educators who have earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This pro-

cess parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Bob will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

## New Info Piece for DOAV

The Virginia Department of Aviation (DOAV) recently published, *Information on the Commonwealth of Virginia's Aviation Programs...An Overview*.



This piece includes information on the Virginia Aviation Board, the DOAV, all of Virginia's airports, revenues and expenditures for

the Commonwealth Airport Fund and for the Aviation Special Fund, and information on the Commonwealth's aviation programs.

To request a copy, please contact Seth Dye at the DOAV (804) 236-3631 or by email at [sdye@doav.state.va.us](mailto:sdye@doav.state.va.us).

For other information on the DOAV, please visit our website at [www.doav.state.va.us](http://www.doav.state.va.us).

## WANTED: Airport Manager Middle Peninsula Regional Airport

The Middle Peninsula Regional Airport Authority is seeking a proven manager with a sophisticated working knowledge of general aviation airports to serve as Airport Manager.

This is highly specialized, advanced professional and administrative work in planning, organizing and coordinating the management, operation and maintenance of a regional general aviation airport. The manager performs work concerned with long and short range planning, construction and operation of airport facilities

in accordance with federal, state and local policies and regulations. The airport manager promotes the airport to the public, businesses, corporations and other entities and works to bring additional recognition and revenue to the airport.

The salary is negotiable, DOQ. An excellent benefits package is also offered. To apply, submit resume with three work-related references and salary expectations to Dan Kavanagh at MPRAA, POB 286, Saluda, VA 23149.

## AOPA WORKS TO PROTECT STATE AVIATION FUNDS

As states enter into this year's legislative sessions, budget battles are equating to big problems for aviation. The first item of business for many appears to be resolving ominous budget deficits. AOPA is rising to the challenge to ensure that essential state aviation programs are funded.

In Minnesota, for instance, legislators are proposing to move \$15 million from the state's airports fund to the general fund. State aviation funding is a major source of money for airport repair and maintenance. In Colorado state

funding has helped develop more AWOS weather reporting stations throughout the mountainous regions of the state where precise weather information is critical. Without state funding, local communities nationwide may have to come up with more money on their own just to qualify for federal airport improvement grants.

The federal government generally covers 90% of eligible project costs. AOPA is also keeping a close eye on, among others, Arizona, Virginia, California, and Florida because they are involved in heated budget battles where significant cuts in aviation funding are possible.

## NASA TO CLOSE VIRGINIA CRASHWORTHINESS FACILITY

A key part of the NASA Aviation Safety Program that was in mid-stride on several important crashworthiness programs will be closed at the end of March as a budget-cutting measure. The crashworthiness center established baseline data for both metal and composite aircraft, and was used to test Piper, Cessna, Cirrus, and Lancair aircraft, and the Beech Starship.

The facility, built at the NASA Langley Research Center in Hampton, Virginia, in the 1960s to allow Apollo moon astronauts to practice lunar landings in a simulated reduced gravitational field,

was converted to general aviation and transport research in the 1970s. Known as the Impact Dynamics Research Facility, the giant gantry and test equipment were to be used in an upcoming FAA project to develop crash resistant fuel systems.

Although officially a national historic landmark, NASA officials have suggested demolishing it. Yet it played a key role in the goals set by a commission headed by former Vice President Al Gore to reduce the fatal accident rate by a factor of five by 2007 and a factor of 10 by 2010.

## Virginia Aviation Events

**February 18, 2003 Virginia Aviation Board Workshop** will be held beginning at 3:00 p.m. at the Ivor Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. No formal actions by the Board will be taken at the workshop. All formal actions will take place during the Virginia Aviation Board meetings. For additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

**February 19, 2003 Virginia Aviation Board Meeting** will be held beginning at 9:00 a.m. at the Ivor Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. For additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

**March 15, 2003 Virginia Ultralight Safety Seminar** will be held at the Virginia Aviation Museum at Richmond International Airport, Virginia. For more information, contact Carolyn Toth at 804-236-3737 or email [bkgee@pitnet.net](mailto:bkgee@pitnet.net).

**March 25-26, 2003 Virginia Airport Operators Council (VAOC) Spring Workshop** is scheduled at the Omni Hotel in Charlottesville. For more information please contact Barbara Hutchinson at 434-937-8342.

*Submit upcoming event information to:*  
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# US Airway Express To Begin Service Between New York And Newport News

US Airways Express will introduce daily nonstop roundtrip service between Newport News, Va., and New York LaGuardia airport, beginning on April 6, 2003. The new service will use 37-seat Dash 8 turboprop aircraft operated by US Airways Express carrier Piedmont Airlines.

"This new service links Southern Virginia area customers to a key business and leisure destination, New York City," said Andrew P. Nocella, US Airways vice president of planning and scheduling. "We are pleased to offer our Newport News customers this expanded access to the Northeast."

With the new schedule, US Airways Express will serve four destinations from Newport News, offering daily nonstop service to Charlotte, N.C., Norfolk/Virginia Beach, Va., Philadelphia and New York LaGuardia.

US Airways, US Airways Express and US Airways Shuttle currently operate 196 flights at New York LaGuardia airport, offering customers nonstop daily departures to 34 destinations.

The US Airways Express wholly-

owned subsidiaries and affiliate carriers currently operate more than 2,000 flights daily, serving 155 destinations in the U.S., Canada, and the Caribbean. For additional information on fares and schedules, visit US Airways online at [www.usairways.com](http://www.usairways.com).

US Airways, the US Airways Express carriers and US Airways Shuttle provide service to 201 destinations worldwide, including 37 states in the U.S. In the Caribbean, US Airways serves Antigua, Aruba, Barbados, Belize, Bermuda, Cancun, Cozumel, Grand Bahama Island, Grand Cayman, Grenada, Montego Bay, Nassau,

Providenciales, Punta Cana, San Juan, Santo Domingo, St. Kitts, St. Lucia, St. Thomas, St. Maarten, and St. Croix. US Airways Express also serves North Eleuthera, Governors Harbour, Marsh Harbour and Treasure Cay from select cities

in Florida. In Canada, US Airways serves Toronto, Montreal and Ottawa.

US Airways' European destinations are Amsterdam, Frankfurt, London, Madrid, Manchester, Munich, Paris and Rome.



**U-S AIRWAYS**

## NEWPORT NEWS-NEW YORK SCHEDULE

### Depart Newport News

- \* 6:30 a.m.
- \* 10:35 a.m.
- \*\* 6:40 p.m.

### Depart New York LaGuardia

- \* 8:30 a.m.
- \*\* 4:30 p.m.
- \*\* 8:30 p.m.

### Arrive New York LaGuardia

- 8:10 a.m.
- 12:15 p.m.
- 8:20 p.m.

### Arrive Newport News

- 10:10 a.m.
- 6:10 p.m.
- 10:10 p.m.

\* Flight operates Monday through Saturday

\*\* Flight operates Sunday through Friday

# CHO Sets New Record For 2002 Passenger Activity

In an industry that has experienced unprecedented uncertainty, the Charlottesville-Albemarle Airport (CHO), weathered the shifting changes in the aviation industry and set a new record for passenger activity in 2002. CHO consistently reported record-breaking months through 2002 as compared to 2001, even as compared to the years prior to September 11, 2001.

Total passenger activity recorded for 2002 shows that CHO supported a total of 342,746 passengers. Prior to 2002, the highest passenger activity for the airport was recorded in 1999 with a total of 339,870 passengers carried.

"The record passenger traffic is an important statement about the strength and vitality of our regional economy," says Mike Matthews, chairman of the Charlottesville-Albemarle Airport Authority Board. "Not only are we thriving at a turbulent time in the aviation industry, but we are offering an exceptional level of service to the business and leisure traveler. The public understands that it can travel safely and conveniently from CHO to nearly anywhere in the world, at competitive rates, every day of the year."

Factors that contributed to the record numbers at Charlottesville-Albemarle Airport include the launch of the direct non-stop jet service from Charlottesville to Atlanta on Delta Connection and the fact that since September 11, 2001, many travelers are still choosing regional airports as opposed to larger metropolitan airports to meet their travel needs.

Reports of passenger statistics for 2002 as related to national airports, reveal an ongoing struggle to regain ground prior to the end of 2001. According to the Air Transportation Association, 2002 ended with a six-percent decrease of passenger traffic overall for the nations airports compared to 2001.

(VAHF cont. from pg. 3)

and Piper Cherokee. He and some colleagues designed a home-built experimental plane, the W-1. He is also one of the first engineers to work for the U.S. Air Mail Service. He led a design team creating a Langley Memorial Aeronautical Laboratory wind tunnel. That's where he and a team designed an engine cowling that earned the National Advisory Committee for Aeronautics its first Robert J. Collier Trophy. Weick died in 1993.

In Wakefield, Worrell was called Mr. Wakefield Airport. In 1962, he pro-

posed an airport on vacant land owned by the town of Wakefield. His request was approved with a stipulation — no town money could be used. He sold timber from the land, then used the money to pay for clearing a landing strip. Worrell gained his Mr. Wakefield Airport nickname in 1965 when the airport was issued a license. Worrell became the first Wakefield Airport Committee chairman. He held that position for 28 years. Worrell recently passed away in early-January.

The VAHF is located in the Virginia Aviation Museum (VAM) at Richmond International Airport.

For more information on the VAHF or the VAM please visit [www.smv.org/wvamhome](http://www.smv.org/wvamhome).



The Virginia Aviation Hall of Fame is located in the Virginia Aviation Museum at Richmond International Airport.

## Lee County Opens New Airport

Lee County officials are happy to report the opening of the new General Aviation airport to replace the aging old Pennington Gap Airport.

This new airport boasts a 5,000 feet x 75 feet paved runway with a turn-around, partial taxiway and lighting (PAPI's). Officials will now turn their attention to new facilities (terminal, hangars, etc.) to build up the newest addition to the Virginia Air Transportation System.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: [www.doav.state.va.us](http://www.doav.state.va.us).



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